

USED CARS

- 1—6 cylinder 7 passenger Overland
- 1—7 passenger Willys Knight
- 1—5 passenger Willys Knight
- 1—Overland roadster
- 1—6 cylinder Paige

These cars are all rebuilt, repainted and ready for sale.

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BROWNING AUTO CO.

THE SPEED BUG IS BUZZING AROUND

INDIANAPOLIS, April 25.—Every youth aspires to be a leader in sport, a Ty Cobb, a Jess Willard, or a Jim Thorpe in football. Consequently when a youth turns to auto racing he seeks to be a Barney Oldfield or a Ralph DePalma. The race that all speed merchants aspire to win a victory in, is the annual 500-mile event at Indianapolis. Thus when the "speed bug" bites the budding youth he picks the greatest of all races in which to make his first effort.

Probably the most necessary things in auto racing, are the courage to open the engine wide and take chances on the course, and a car in which the driver can take chances. Two years ago the Hudson factory put out a racing team and immediately the Hudson family of owners produced its quota of race drivers. Hudsons were rebuilt and tuned up because the construction of the engine lent itself to high speeds. Some of the drivers were unusually successful and some of course, failed to achieve their desires.

One of these owners, Leon R. Stewart, of Chicago, has rebuilt a stock car into a racing "monster" and has picked H. C. Simmons to drive it in the 500-mile Liberty Sweepstakes, May 31. Both are confident that before the checkered flag is waved on the tenth car that they will be dividing the profits. Although Simmons does not predict that he will take first money he is confident that he will be able

to show DePalma, Dario Resta, Jules Goux and some of the other stars a few rear tires on his way around the course in the chance for \$50,000.

This is the third Hudson entered for the race. Eddie Pullen will drive A. H. Patterson's super-six and W. W. "Brownie" Brown, of Kansas City, will drive another that will be tagged a Richards special. This car can not be raced as a Hudson because instead of having the conventional 12 valves in the six cylinders, "Brownie" has doubled up and put in 24 valves, also steel cylinders, but basically the car remains a Hudson super-six.

Driver	Car
Clifford Durant	Chevrolet Special
Dario Resta	Sunbeam
W. W. Brown	Richards Special
Eddie Cooper	Stutz
Eddie O'Donnell	Duesenberg
Kurt Hake	Rosmer Duesenberg
Ralph DePalma	Packard Special
Denny Hickey	Stickel Special
Arthur Thurman	Thurman Special
Ralph Mulford	Fontenac
Jean Chassagne	Sunbeam
Jules Goux	Peugeot
Tommy Milton	Duesenberg
Eddie Hearne	Durant Special
Louis LeCocq	Rosmer Special
H. C. Simmons	Hudson Special

ATTEMPT TO PLUNDER SHIPS

LONDON, April 25.—New attempts have been made to plunder the food ships in the harbor of Hamburg, an Exchange Telegraph dispatch from Berlin says. As a result a number of warships have arrived and guns have been placed in the streets leading to the docks.

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HIGH PERCENTAGE OF CORD TIRES NOW IN USE

An observing person will notice on the various automobiles on the street a high percentage of tires of cord construction. This percentage, growing each year in original equipment, is analyzed by W. T. Powell, acting district manager of the B. F. Goodrich Rubber company's San Francisco branch.

"Almost from the beginning of pneumatic tire manufacture designers have been striving toward a construction which would at one time deliver the maximum amount of the engine's power, be resilient to the highest degree, and be long-lived," said Powell. "This is a natural ideal toward which the tire designer should strive because of the tire itself being so essential an item to the all-around efficiency of the car—not only adding comfort, but minimizing vibration which would have to be carried by the springs, and which, in the absence of pneumatic tires, would be carried through to the mechanism of the car, so the car could not hold together nearly so long."

"Comfort, minimization of vibration, and delivery of an added amount of power from a given engine, could be accomplished only by the use of a tire constructed as is the present day cord. Automobile engineers have found that 80 per cent of the power generated by the motor is lost before it is delivered in the form of speed. Much of this power loss is through the tires themselves. Cord tires reduce this loss to a minimum. Cars equipped with cord tires have negotiated steep hills in high that fall on the same hill with fabric equipment. This has been proven scores of times and is a practical demonstration of the additional power cord tires give a car."

"There is no question that the cord constructed tire is most efficient. It may be said to add tone to the car, the car rides easier; it will coast farther; it will consume less gasoline; it will steer easier, and can 'pick up' quicker."

"As constructed during the last few years, it actually has demonstrated marvelous strength. When automobile racing was at its height, it was found that only the cord tire could deliver the speed and stand up under the severe treatment that the racing driver must give any tire equipment he is using."

"On account of the greater cost it necessarily has sold at a price in excess of that charged for straight fabric construction. This naturally has caused it to be used almost exclusively on the larger, more expensive automobiles."

"While the cord tire is still a distinctive tire, used largely by the man who wants something a little better, there recently has been a noticeable trend on the part of Mr. Average Car Owner to take note of this particular equipment, and buy for himself the added merit which goes with the cord tire, and which these days must be bought without the extreme difference in cost that was necessarily present a few years ago. In other words, the average car owner is now able to profit by the increasing popularity of the cord tire, which through increased production, has been brought down somewhat in cost."

Very few people realize that athletics among industrial concerns has taken on proportions that actually rival in numbers engaged and equipment employed, the efforts of the largest American universities and colleges. The B. F. Goodrich Rubber Co., at Akron, Ohio, one of the foremost advocates of recreation and social life among the large industrial concerns of America, is entering its most extensive year in athletics. Twenty-one fully uniformed and equipped baseball teams will take the field early in May. The company maintains a recreation director who has under him coaches in baseball, track, tennis, soccer and other sports; an athletic stadium with equipment for practically every sport; a 40-acre tract of land which includes a lake, a gymnasium, supervised employees who lead calisthenic classes during working hours. Thirty thousand people have turned out at one time to see an inter-factory athletic meet in Akron.

STATES ARE BUILDING AS WELL AS NATION

WASHINGTON, D. C., April 25.—"That the building of a national highway system will take away the work of the various state highway departments is a contention frequently made but entirely at variance with facts and logic," says John A. Wilson, past president of the American Automobile Association.

"Forty-four states have established definite systems of main highways either by legislative action or by action of state and local officials, aggregating according to the latest statistics 203,523 miles exclusive of a considerable mileage of local roads on which the states are granting aid. These state systems are as follows:

State	Mileage
Alabama	2,700
Arizona	1,600
Arkansas	3,000
California	3,600
Colorado	7,083
Connecticut	950
Delaware	650
Florida	not given
Georgia	5,500
Illinois	2,200
Indiana	4,500
Iowa	2,900
Kansas	6,300
Kentucky	8,000
Louisiana	5,000
Maine	1,353
Maryland	1,300
Massachusetts	1,200
Michigan	4,500
Minnesota	12,700
Mississippi	not given
Missouri	7,500
Montana	2,400
Nebraska	4,000
Nevada	1,300
New Hampshire	1,500
New Jersey	600
New Mexico	2,487

New York	12,287
North Carolina	3,356
North Dakota	1,000
Ohio	9,880
Oklahoma	(about) 10,700
Oregon	3,800
Pennsylvania	1,380
Rhode Island	10,235
South Carolina	800
South Dakota	2,550
Tennessee	6,000
Texas	not given
Utah	12,620
Vermont	3,660
Virginia	4,300
Washington	3,740
West Virginia	2,574
Wisconsin	5,000
Wyoming	3,100

203,523
"With additions which are being made from time to time to these systems," continued Mr. Wilson, "and taking into account the four additional states on an average basis, we may look to see at least 250,000 miles of state highways or 10 per cent of the total mileage as the approximate length of main state highways. As the years go on this will increase so as probably to always form about 10 per cent of the total highway mileage. If the federal government takes over a system of fifty to seventy-five thousand miles it will cut into the state system only to the extent of some 20 to 25 per cent and there will still remain enough trunk line highways to say nothing of the local state and roads to keep every dollar of state money and every man of the state forces busy for a good many years to come."

"Any talk, therefore, of encroaching upon the useful field of the state highway departments by the building of a national highway system is utterly out of tune with the facts. Really what will happen is that the federal government and the state governments will operate under a plan of matching miles instead of dollars and will run a pretty race as to the quality and quantity of work. Showering government money like manna and leaving the states to put it where they will is doing with the states what they found impracticable to do with the counties."

"The sooner the government realizes that the doing of a definite task by a compact organization whose duties and responsibilities are clear-cut is superior to the method of spending the same amount of money without plan or system the sooner will the goal of co-ordinated national, state, county and township highway systems be attained. Intelligent public sentiment must take the form of practical public counsel and this the American Automobile Association is endeavoring to bring about through co-operation with other great national bodies directly concerned in the vital subject of highways and at the same time it is endeavoring to make clear the real facts in regard to just such questions as that of encroaching upon state activities."

WOMAN CONSIDERED IN CAR MAKING

"When Edward S. Jordan, president of the Jordan Motor Car company, designs a new car, he considers the woman's point of view," says C. D. Rand of the C. D. Rand Company. "The width of the doors, the depth of the seats, the angle of the steering wheel, all reflect the needs, the taste and the desires of the woman buyer, because, after all," says Jordan, "the woman makes the automobile just as she makes the home."

He points out that in nine cases out of ten, the man consults his wife before buying a car and abides by her decision. If a man is certain that a car is mechanically all right, he is wise in leaving the selection of body details to the woman.

"Woman has won her right to a place at the council tables of men by heroic work during the war," says Jordan. "Unquestionably she accepted the tasks imposed on her by the withdrawing of men for the army at a time when greatly increased production was needed. She stepped into the breach and the Kaiser's downfall was just as certainly due to her unflinching courage as it was to the bravery of our lads on the field of battle."

It is estimated by the United States government Employment service that approximately 12,370,000 women are enrolled in the great army of war

workers on this side, whose aid was absolutely necessary to maintain an expeditionary force of 5,000,000 men. At least half of these women went into the industries after war was declared and from purely patriotic motives. They did not shrink from any labor they were physically able to perform and many proved that woman was not necessarily the weaker sex. Women were found in mechanical and manufacturing industries, farming, forestry, transportation, merchandising, public service, professional occupations and clerical work.

"Tales of individual accomplishments were frequent. There is the story of the girl who left college to work in a shell-loading plant on the day her brother enlisted in the aviation service. The very day he won the war cross in a battle with Hun planes she broke the record for shell loading in her plant. There is the middle-aged woman who studied carpentry in an aircraft factory for four months and then became a forewoman at \$200 a month. The United States Employment service has a list of 255

kinds of work performed by women. "Women volunteered to take the places of men in automobile factories and it was not uncommon to be met by a woman mechanic when driving your car into a garage. And the women made good, too, in nearly everything they attempted. They surprised themselves and they surprised their employers. In many cases they did better than the men they replaced. The industrial world, at first skeptical, is now loud in their praise."

"When the history of the war is written, many years from now, when things will be seen in their proper perspective, women will be given their rightful place among the war heroes of immortal fame. Their service in the home as a home-maker will no longer be underestimated, and their counsel given its deserving weight."

SLAYER IS ACQUITTED.
SUPERIOR, Mont., April 25.—George Albertini was acquitted by a jury in district court here today of the murder of Sylvester Whalen a month ago in a miner's cabin in this county. Al-

bertini testified that he had been robbed by Whalen and L. McNary of several hundred dollars. He shot both of them but McNary recovered. Whalen died in a hospital at Wallace, Idaho.

Corn Borer Enters United States and Does Great Damage

PHILADELPHIA, April 25.—Dr. Howard said the European corn borer, a comparatively new parasite, introduced into this country from foreign shipments, has obtained a strong foothold in New England and New York. Great damage has already been done. "If this borer reaches the corn fields of the west," he said, "I don't see what is going to save them. And there seems to be but slight hope of our being able to eradicate the pest."

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